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wall of the removable cabin module to the transverse wall of the nose cone or the transverse wall of the tail cone, wherein the second docking device comprises a lengthways rod retractably housed in a bore in the transverse wall of the nose cone, the transverse wall of the tail cone, or both.

2. The aircraft of claim 1, wherein the first docking device comprises a plurality of first elements distributed along a length of the floor of the removable cabin module, and a plurality of second elements distributed along a length of the horizontal plane of the lower structure.

3. The aircraft of claim 1, wherein the first element forming a hook extends as a downward projection from the floor of the removable cabin module, wherein the second element forming a hook extends as an upward projection from the horizontal plane of the lower structure.

4. The aircraft of claim 1, wherein at least one of the first or second elements forming hooks in the first docking device further comprises an actuator, wherein the actuator moves the first or second element forming a hook laterally in the transverse direction towards the other element forming a hook.

5. The aircraft of claim 4, wherein operation of the actuator when the removable cabin module is in the reception space of the aircraft causes a mutual engagement of the first and second elements forming hooks thereby securing the removable cabin module to the lower structure of the aircraft.

6. The aircraft of claim 1, wherein the second docking device further comprises a bore in the first or second end wall of the removable cabin module, wherein the bore in the first or second end wall of the removable cabin module aligns with the bore in the transverse wall of the nose cone or the transverse wall of the tail cone such that deploying the lengthways rod retractably housed in the bore in the transverse wall of the nose cone or the bore in the transverse wall of the tail cone causes the rod to penetrate the bore in the first or second end wall of the removable cabin module.

7. The aircraft of claim 6, wherein the second docking device comprises a plurality of lengthways rods retractably housed in a plurality of bores in the transverse wall of the nose cone, the transverse wall of the tail cone, or both, and a plurality of corresponding bores in the first or second end walls of the removable cabin module.

8. The aircraft of claim 6, wherein the second docking device provides radial retention of the removable cabin module in the reception space of the aircraft.

9. The aircraft of claim 1, wherein the centring device for centring the removable cabin module in the reception space comprises a tab extending from the transverse wall of the nose cone and a corresponding slot in the first or second end wall of the removable cabin module.

10. The aircraft of claim 9, wherein the centring device provides for transverse positioning of the removable cabin module in the receiving space of the aircraft.

11. The aircraft of claim 1, further comprising fairing elements which provide aerodynamic continuity between the nose cone and the upper aircraft fuselage portion of the

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removable cabin module, between the tail cone and the upper aircraft fuselage portion of the removable cabin module, or both.

12. The aircraft of claim 11, wherein the fairing elements are installed on hinged arms connected to the nose cone, the tail cone, or both, thereby allowing the fairing elements to be moved to and between an open position and a closed position.

13. A removable cabin module for an aircraft comprising: a floor; an upper aircraft fuselage portion connected to the floor; a first and a second end wall; a centring device; and

a retaining device, wherein the retaining device comprises a first docking device for securely coupling the floor of the removable cabin module to a reception space of the aircraft, wherein the first docking device comprises a first element forming a hook which is coupled securely to the floor of the removable cabin module, and a second element forming a hook coupled securely to a horizontal plane of a lower structure of the aircraft, wherein the retaining device comprises a second docking device for securely coupling the first or second end wall of the removable cabin module to the reception space of the aircraft, wherein the second docking device comprises a lengthways rod retractably housed in a bore of at least one transverse wall of the aircraft; wherein the first and second end walls, the floor and the upper aircraft fuselage portion form a cabin for transport of passengers, luggage, freight or combinations thereof; wherein the removable cabin module is receivable in the reception space of the aircraft; wherein the centring device centers the removable cabin module in the reception space of the aircraft; and wherein the retaining device retains the removable cabin module in the reception space of the aircraft.

14. The removable cabin module of claim 13, wherein the upper aircraft fuselage portion forms a partial cylindrical shape matching a cylindrical shape of a fuselage of an aircraft.

15. The removable cabin module of claim 13, further comprising a window, a door, or a combination thereof.

16. The removable cabin module of claim 13, wherein the first element forming a hook engages the corresponding second element forming a hook coupled securely to the horizontal plane of the lower structure of the aircraft.

17. The removable cabin module of claim 16, wherein the first docking device comprises a plurality of elements forming hooks distributed along a length of the floor of the removable cabin module.

18. The removable cabin module of claim 16, wherein the first element forming a hook extends as a downward projection from the floor of the removable cabin module.

19. The removable cabin module of claim 13, wherein the centring device for centring the removable cabin module in a reception space of an aircraft comprises a slot in the first or second end wall of the removable cabin module, wherein the slot engages a tab in the reception space of the aircraft.

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